

LEGEND

Staff Recommendations

- Expressway/Prime Arterial (6.1,2)
- Major Road Series (4.1)
- Boulevard Series (4.2)
- Community Collector Series (2.1)
- Light Collector Series (2.2)
- Minor Collector Series (2.3)
- Local Public Road (LPR)
- Fire Access Road (FA)
- Deleted/Unbuilt Road

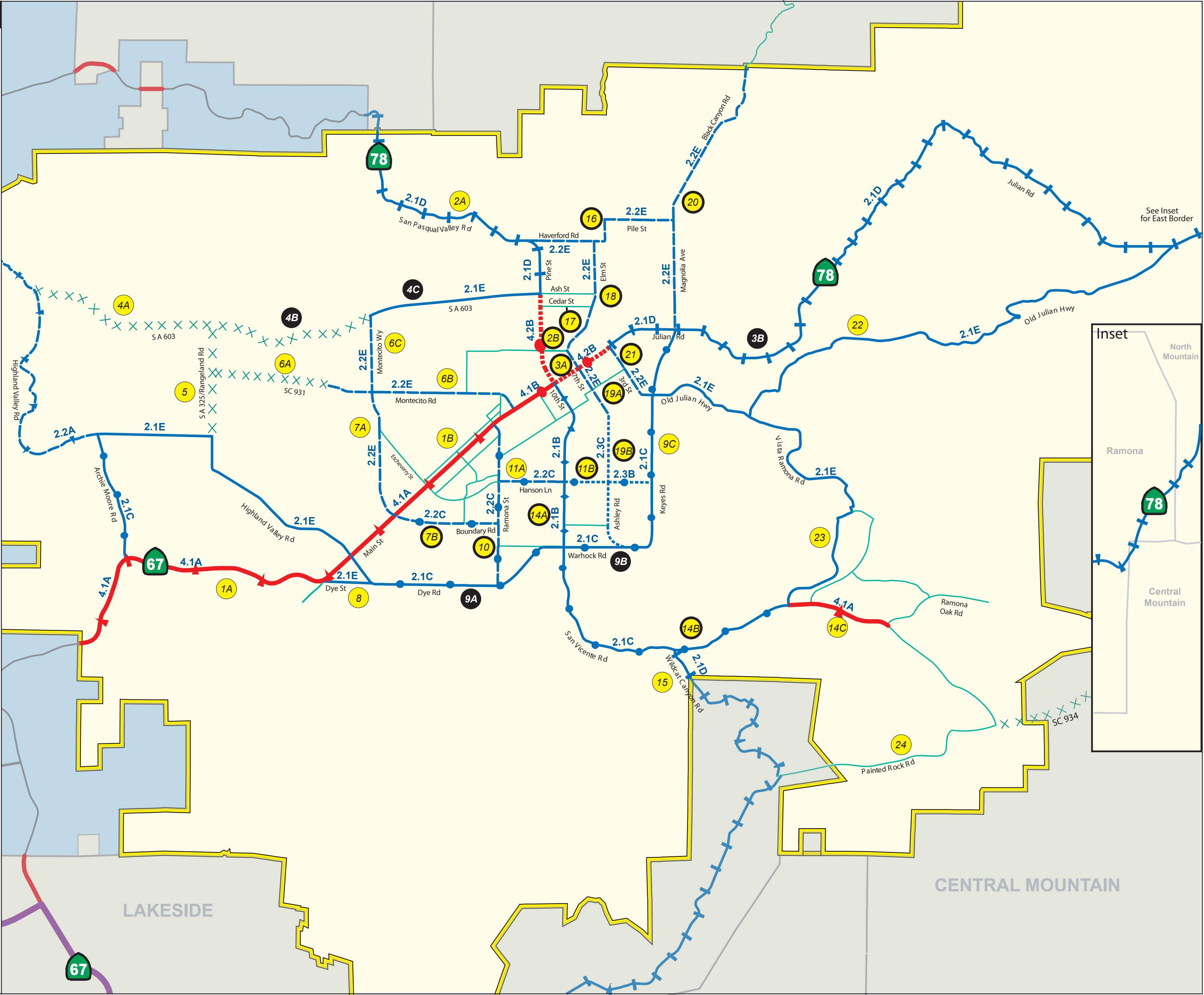
Road Components

- Raised Median
- Continuous Turn Lane
- Intermittent Turn Lane
- Improvement Options*
- Reduced Shoulder
- Proposed CE Roadway Standards

* Passing Lane, Intermittent Turn Lane, Turnouts, Etc.

Matrix Key & Level of Community Concurrence

- Agree
- Minor Disagreement
- Major Disagreement
- No Action



CE Road Segment	Board-Endorsed Network	Rationale
1A SR-67 <u>Segment:</u> Archie Moore Road to Etcheverry Street <u>Existing Condition:</u> 4 lanes (east of Archie Moore); 2 lanes (west of Archie Moore) <u>Current Classification:</u> Major Road (4+ lanes)	Equivalent Classification 4.1A Major Road with Raised Median (4+ lanes)	<ul style="list-style-type: none"> <i>Road Capacity</i> – Required by projected traffic volumes. Included in SANDAG 2030 Reasonably Expected Revenue scenario.
1B SR-67/Main Street <u>Segment:</u> Etcheverry Street to Pine Street/San Vicente Road <u>Existing Condition:</u> 2 lanes (with Continuous Turn Lane); 4 lanes east of Pala Street <u>Current Classification:</u> Major Road (4+ lanes)	Equivalent Classification 4.1A Major Road with Raised Median (4+ lanes)	<ul style="list-style-type: none"> <i>Minimize Costs</i> – Existing road is built as a 5-lane road (4 lanes + turn lane). Expansion of road would require relocation of substantial commercial operations. <i>Support Land Use Goals</i> – Widening of existing road to 6-lanes would be inconsistent with town center location and Main Street character of roadway. <i>Alternative Routes</i> – Local road network provides alternatives. Ramona Road Master Plan recommends local road improvements that would reduce the impact of projected traffic volumes on Main Street. <p>Note: Will operate at LOS E & F (36.0 to 43.9 K ADTs)</p>
2A SR-78/Pine Street <u>Segment:</u> Ramona CPA Boundary to Ash Street <u>Existing Condition:</u> 2 lanes (with passing lane) <u>Current Classification:</u> Rural Collector (2 lanes)	Minor Upgrade 2.1D Community Collector with Improvement Options (2+ lanes) <i>Passing lanes are the preferred improvement option.</i>	<ul style="list-style-type: none"> <i>Road Capacity</i> – Consistent with projected traffic volumes and existing conditions.

CE Road Segment	Board-Endorsed Network	Rationale
<p>2B SR-78/Pine Street</p> <p><u>Segment:</u> Ash Street to Main Street</p> <p><u>Existing Condition:</u> 2 lanes (with intermittent turn lane)</p> <p><u>Current Classification:</u> Major Road (4+ lanes)</p>	<p>Minor Downgrade</p> <p>4.2B Boulevard with Intermittent Turn Lanes (4+ lanes)</p> <p><i>CPG Preference:</i></p> <p>Equivalent Classification</p> <p>4.1A Major Road with Raised Median (4+ lanes)</p>	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Consistent with projected traffic volumes. • <i>Appropriate Road Types for Surrounding Land Use</i> – Location in village area will require the lower design speed of the Boulevard in place of the Major Road classification.
<p>3A SR-78/Main Street</p> <p><u>Segment:</u> Pine Street to 3rd Street</p> <p><u>Existing Condition:</u> 4 lanes (with continuous turn lane west of 6th Street)</p> <p><u>Current Classification:</u> Major Road (4+ lanes)</p>	<p>Minor Downgrade</p> <p>4.2B Boulevard with Intermittent Turn Lanes (4+ lanes)</p> <p><i>CPG Preference:</i></p> <p>Equivalent Classification</p> <p>4.1A Major Road with Raised Medians (4+ lanes)</p>	<ul style="list-style-type: none"> • <i>Minimize Costs</i> – Existing road is built as a 5-lane road (4 lanes + turn lane). Expansion of road would require relocation of substantial commercial operations. • <i>Support Land Use Goals</i> – Widening of existing road to 6-lanes would be inconsistent with efforts to improve the historic Ramona town center as a major pedestrian activity center. • <i>Appropriate Road Types for Surrounding Land Use</i> – Location in village area will require the lower design speed of the Boulevard in place of the Major Road classification. <p>Note: Will operate at LOS E (29.5 K ADTs) between Pine St/San Vicente Rd and 7th St. (3 blocks)</p>

CE Road Segment	Board-Endorsed Network	Rationale
3B SR-78/Main Street <u>Segment:</u> 3rd Street to Central Mountain CPA <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Rural Collector (2 lanes)	Minor Upgrade 2.1D Community Collector with Improvement Options (2+ lanes) <i>Passing lanes are the preferred improvement option.</i> <i>CPG Preference:</i> Upgrade Classification 4.1 Major Road (4+ lanes) <i>To Rancho Vista Road</i>	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Consistent with projected traffic volumes and existing conditions. Passing lane option will help avoid congestion due to slow moving vehicles. • <i>Minimize Costs</i> – Retaining Major Road designation east of 3rd Street (to Rancho Vista Road) is not consistent with existing conditions and not required by projected traffic volumes.
4A SA603 <u>Segment:</u> Highland Valley Road to Rangeland Road <u>Existing Condition:</u> unconstructed <u>Current Classification:</u> Major Road (4+ lanes)	Delete CE Roadway	<ul style="list-style-type: none"> • <i>Minimize Costs</i> – Potential road would not be cost-efficient and modeling results show their effect would be minimal. Addition of road does not improve LOS on other road segments. • <i>Minimize Environmental Impacts</i> – Road would traverse environmental resource area (Ramona Grasslands).
4B SA603 <u>Segment:</u> Rangeland Road to Montecito Way <u>Existing Condition:</u> unconstructed <u>Current Classification:</u> Major Road (4+ lanes)	Delete CE Roadway <i>CPG Preference:</i> Equivalent Classification 4.1A Major Road with Raised Median (4+ lanes)	<ul style="list-style-type: none"> • <i>Minimize Costs</i> – Potential road would not be cost-efficient. Modeling results show that the road would attract roughly 4,000 trips. Addition of road does not improve LOS on other road segments. • <i>Minimize Environmental Impacts</i> – Road would traverse environmental resource area (Ramona Grasslands).

CE Road Segment	Board-Endorsed Network	Rationale
4C SA603 <u>Segment:</u> Montecito Way to SR-76 <u>Existing Condition:</u> unconstructed <u>Current Classification:</u> Major Road (4+ lanes)	Downgrade Classification 2.1E Community Collector (2 lanes) <i>CPG Preference:</i> Equivalent Classification 4.1A Major Road with Raised Medians (4 lanes)	<ul style="list-style-type: none"> • <i>Maximize Traffic Movement</i> – Road provides critical access from Montecito Ranch project to SR-78. Also provides a secondary access to lessen impact of new development on SR-67. • <i>Minimize Costs</i> – Two lane road type is sufficient to accommodate projected traffic volumes.
5 SA325 (Rangeland Road) <u>Segment:</u> entire segment <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Major Road (4+ lanes)	Remove from CE Network Retain as Local Public Road	<ul style="list-style-type: none"> • <i>Road Capacity</i> – This road does not connect traffic generating land uses and the low traffic volumes (under 4,000 trips) would not justify retaining this as a CE road. • <i>Minimize Environmental Impacts</i> – This road traverses the Ramona grasslands; expansion of the existing road would conflict with preservation efforts.
6A SC931 (Montecito Road extension) <u>Segment:</u> SA325 (Rangeland Road) to Ramona Airport <u>Existing Condition:</u> Unbuilt <u>Current Classification:</u> Collector (4 lanes)	Delete CE Road	<ul style="list-style-type: none"> • <i>Minimize Environmental Impacts</i> – This road traverses the Ramona grasslands area, expansion of the existing road way would conflict with preservation efforts. • <i>Minimize Costs</i> – This road is projected to attract approximately 2,100 trips and would not be cost effective.
6B Montecito Road <u>Segment:</u> Ramona Airport to SR-67 <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Rural Collector (2 lanes)	Equivalent Classification 2.2E Light Collector (2 lanes)	<ul style="list-style-type: none"> • <i>Road Capacity and Minimize Costs</i> – Consistent with projected traffic volumes and existing conditions.

CE Road Segment	Board-Endorsed Network	Rationale
6C Montecito Way <u>Segment:</u> Montecito Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Rural Collector (2 lanes)	Equivalent Classification 2.2E Light Collector (2 lanes)	<ul style="list-style-type: none"> <i>Road Capacity and Minimize Costs</i> – Consistent with projected traffic volumes and existing conditions.
7A SA330 (North) <u>Segment:</u> Montecito Road to SR-67 <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Rural Collector (2 lanes)	Equivalent Classification 2.2E Light Collector (2 lanes)	<ul style="list-style-type: none"> <i>Road Capacity</i> – Road needed to provide connection to Montecito Ranch project and as component of the ‘northern bypass’, providing an alternative route to SR-67/Main Street.
7B SA330 (South) <u>Segment:</u> SR-67 to Hanson Road/Boundary Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Rural Collector (2 lanes)	Minor Upgrade 2.2C Light Collector with Intermittent Turn Lanes (2+ lanes) <i>Includes re-alignment of southern terminus from Hanson Road to Boundary Road</i> <i>CPG Preference:</i> Minor Upgrade 2.1C Light Collector with Intermittent Turn Lanes (2+ lanes) <i>Includes re-alignment of southern terminus from Hanson Road to Boundary Road</i>	<ul style="list-style-type: none"> <i>Maximize Traffic Movement</i> – Improves connections between residential neighborhoods north and south of SR-67/Main Street. Realignment of southern terminus provides more direct access to new school site.

CE Road Segment	Board-Endorsed Network	Rationale
<p>8 Dye Street</p> <p><u>Segment</u>: SR-67 to Dye Road</p> <p><u>Existing Condition</u>: unconstructed</p> <p><u>Current Classification</u>: Major Road (4+ lanes)</p>	<p>Downgrade Classification</p> <p>2.1E Community Collector (2 lanes)</p>	<ul style="list-style-type: none"> • <i>Maximize Traffic Movement</i> – Road provides an alternative to the problematic SR-67 and Highland Valley/Dye Road intersection. Retaining this alignment will provide the County with flexibility in redesigning the intersection of SR-67 and Mussey Grade Road. • <i>Minimize Costs</i> – Traffic volumes do not require more than a two-lane road type.
<p>9A Dye Road (Southern Bypass) (SC 300)</p> <p><u>Segment</u>: SR-67 to San Vicente Road</p> <p><u>Existing Condition</u>: 2 lanes</p> <p><u>Current Classification</u>: Major Road (4+ lanes)</p>	<p>Downgrade Classification</p> <p>2.1C Community Collector with Intermittent Turn Lanes (2+ lanes)</p> <p><i>Includes re-alignment between Ramona Street and San Vicente Road to match alignment proposed in Ramona Road Master Plan</i></p> <p><i>CPG Preference:</i></p> <p>Equivalent Classification</p> <p>4.1A Major Road with Raised Median (4+ lanes)</p> <p><i>Includes re-alignment between Ramona Street and San Vicente Road to match alignment proposed in Ramona Road Master Plan</i></p>	<ul style="list-style-type: none"> • <i>Maximize Traffic Movement</i> – Road segment is a critical component of the Southern Bypass. • <i>Minimize Costs</i> – traffic volumes do not require more than a two-lane road type. A four-lane right-of-way should be retained to allow for future improvements should the bypass function better than model predicts.

CE Road Segment	Board-Endorsed Network	Rationale
<p>9B Dye Road (Southern Bypass) (SC 950)</p> <p><u>Segment</u>: San Vicente to Creelman Lane/Keyes Road</p> <p><u>Existing Condition</u>: unconstructed</p> <p><u>Current Classification</u>: Collector Road (4 lanes)</p>	<p>Downgrade Classification</p> <p>2.1C Community Collector with Intermittent Turn Lanes (2+ lanes)</p> <p><i>CPG Preference:</i></p> <p>Equivalent Classification</p> <p>4.1A Major Road with Raised Median (4+ lanes)</p>	<ul style="list-style-type: none"> • <i>Minimize Costs</i> – traffic volumes do not require more than a two-lane road type. A four-lane right-of-way should be retained to allow for future improvements should the bypass function better than model predicts.
<p>9C Keyes Road (Southern Bypass) (SA 300)</p> <p><u>Segment</u>: Creelman Lane/Keyes Road to SR-78</p> <p><u>Existing Condition</u>: 2 lanes (Creelman to Old Julian Hwy); incomplete (Old Julian to SR-78)</p> <p><u>Current Classification</u>: Collector Road (4 lanes)</p>	<p>Downgrade Classification</p> <p>2.1C Community Collector with Intermittent Turn Lanes (2+ lanes)</p>	<ul style="list-style-type: none"> • <i>Maximize Traffic Movement</i> – Road segment is a critical component of the Southern Bypass • <i>Minimize Costs</i> – Traffic volumes do not require more than a two-lane road type
<p>10 Ramona Street (SC 930)</p> <p><u>Segment</u>: SR-67 to Dye Road</p> <p><u>Existing Condition</u>: 2 lanes (SR-67 to Creelman); incomplete (Creelman to Dye)</p> <p><u>Current Classification</u>: Rural Collector (2 lanes)</p>	<p>Minor Upgrade</p> <p>2.2C Light Collector with Intermittent Turn Lanes (2+ lanes)</p> <p><i>CPG Preference:</i></p> <p>Minor Upgrade</p> <p>2.1C Community Collector with Intermittent Turn Lanes (2+ lanes)</p>	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Consistent with projected traffic volumes and existing conditions • <i>Appropriate Road Type</i> – Road is located in Village area and serves residential neighborhoods. The lower design speed of the Light Collector is more appropriate for this area.

CE Road Segment	Board-Endorsed Network	Rationale
11A Hanson Lane (SA 320) <u>Segment:</u> Ramona Street to San Vicente Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)	Downgrade Classification 2.2C Light Collector with Intermittent Turn Lanes (2+ lanes)	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Consistent with projected traffic volumes and existing conditions. • <i>Select Appropriate Road Types for Surrounding Land Use</i> – Road segment serves two schools and options for improved pedestrian facilities should be retained.
11B Hanson Lane (SA 320) <u>Segment:</u> Ramona Street to San Vicente Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)	Downgrade Classification 2.3B Minor Collector with Intermittent Turn Lanes (2+ lanes) <i>CPG Preference:</i> Downgrade Classification 2.2C Light Collector with Intermittent Turn Lanes (2+ lanes)	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Consistent with projected traffic volumes. • <i>Select Appropriate Road Types for Surrounding Land Use</i> – Slower design speed is recommended for this road segment, which serves residential neighborhoods.
12A 10th Street/San Vicente Road (SA 310) <u>Segment:</u> Main Street to Warnock Dr <u>Existing Condition:</u> 2 lanes (with cont. turn lane) <u>Current Classification:</u> Major Road (4+ lanes)	Downgrade Classification 2.1B Community Collector with Continuous Turn Lane (2+ lanes) <i>CPG Preference:</i> Downgrade Classification 2.1B Community Collector with Continuous Turn Lanes (2+ lanes) <i>Retain 4 lane right-of-way for future improvements</i>	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Consistent with projected traffic volumes and existing conditions.

CE Road Segment	Board-Endorsed Network	Rationale
<p>12B San Vicente Road (SA 310)</p> <p><u>Segment:</u> Warnock Dr to San Diego Country Estates</p> <p><u>Existing Condition:</u> 2 lanes</p> <p><u>Current Classification:</u> Major Road (4+ lanes)</p>	<p>Downgrade Classification</p> <p>2.1D Community Collector with Improvement Options (2+ lanes)</p> <p><i>Intermittent turn lanes are the preferred improvement option.</i></p> <p><i>CPG Preference:</i></p> <p>Downgrade Classification</p> <p>2.1C Community Collector with Continuous Turn Lanes (2+ lanes)</p> <p><i>Retain 4 lane right-of-way for future improvements</i></p>	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Consistent with projected traffic volumes and existing conditions. • <i>Community Consensus</i> – Planning Group supports redesignation, provided right-of-way for future needs and parkway improvements is retained.
<p>12C San Vicente Road (SA 310)</p> <p><u>Segment:</u> San Diego Country Estates</p> <p><u>Existing Condition:</u> 4 lanes (Serra Way to Ramona Oaks Road)</p> <p><u>Current Classification:</u> Major Road (4+ lanes)</p>	<p>Equivalent Classification</p> <p>4.1A Major Road with Raised Median (4+ lanes)</p>	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Consistent with projected traffic volumes and existing conditions.
<p>13 Wildcat Canyon Road (SA 350)</p> <p><u>Segment:</u> San Vicente Road to Barona CPA</p> <p><u>Existing Condition:</u> 2 lanes</p> <p><u>Current Classification:</u> Rural Collector (2 lanes)</p>	<p>Minor Upgrade</p> <p>2.1D Community Collector with Improvement Options (2+ lanes)</p> <p><i>Intermittent turn lanes are the preferred improvement option.</i></p>	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Consistent with projected traffic volumes and existing conditions. Wider right-of-way retains flexibility for future improvements on route to Barona Casino.

CE Road Segment	Board-Endorsed Network	Rationale
14 Haverford Road/Pile Street (SC 910) <u>Segment:</u> SR-78/Pine Street to Magnolia Ave <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Rural Collector (2 lanes)	Equivalent Classification 2.2E Light Collector (2 lanes) <i>CPG Preference:</i> Equivalent Classification 2.1E Community Collector (2 lanes)	<ul style="list-style-type: none"> <i>Road Capacity</i> – Consistent with projected traffic volumes and existing conditions.
15 Cedar Street (SA 603) <u>Segment:</u> SR-78/Pine Street to Elm Street <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Rural Collector (2 lanes)	Remove from CE Network Downgrade to Local Public Road <i>CPG Preference:</i> Equivalent Classification 2.1E Community Collector (2 lanes)	<ul style="list-style-type: none"> <i>Minimize Cost</i> – Road no longer connects to proposed SA330, limiting its connectivity. SA330 connects to Ash Street, but traffic from west of SR-78 is not expected to cross SR-78 to existing Ash Street.
16 Elm Street (SC 900) <u>Segment:</u> SR-78/Main Street to Haverford Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Rural Collector (2 lanes)	Equivalent Classification 2.2E Light Collector (2 lanes) <i>CPG Preference:</i> Equivalent Classification 2.1E Community Collector (2 lanes)	<ul style="list-style-type: none"> <i>Road Capacity</i> – Consistent with projected traffic volumes and surrounding land uses. <i>Appropriate Road Type</i> – Slower design speed is consistent with Semi-Rural neighborhood character of the area.
17A 7th Street/Ashley Road (SC 900) <u>Segment:</u> SR-78/Main Street to Telford Lane <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Rural Collector (2 lanes)	Equivalent Classification 2.2E Light Collector (2 lanes) <i>CPG Preference:</i> Equivalent Classification 2.1E Community Collector (2 lanes)	<ul style="list-style-type: none"> <i>Road Capacity</i> – Consistent with projected traffic volumes and existing conditions. <i>Appropriate Road Type</i> – Slower design speed is consistent with Village Residential neighborhood character of the area.

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17B 7th Street/Ashley Road (SC 900) <u>Segment:</u> Telford Lane to Warnock Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Rural Collector (2 lanes)	Minor Downgrade 2.3B Minor Collector with Intermittent Turn Lanes (2+ lanes) <i>CPG Preference:</i> Equivalent Classification 2.1E Community Collector (2 lanes)	<ul style="list-style-type: none"> <i>Road Capacity</i> – Consistent with projected traffic volumes and surrounding land uses. <i>Appropriate Road Type</i> – Slower design speed is consistent with Semi-Rural neighborhood character of the area.
18 Magnolia Avenue/Black Canyon Road (SA 290) <u>Segment:</u> SR-78/Main Street to North Mtn CPA <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Rural Collector (2 lanes)	Equivalent Classification 2.2E Light Collector (2 lanes) <i>CPG Preference:</i> Equivalent Classification 2.1E Community Collector (2 lanes)	<ul style="list-style-type: none"> <i>Road Capacity</i> – Consistent with projected traffic volumes and surrounding land uses. <i>Appropriate Road Type</i> – Slower design speed is consistent with Semi-Rural neighborhood character of the area.
19 3rd Street/Old Julian Highway (SC 960) <u>Segment:</u> SR-78/Main Street to Keyes Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector (4 lanes)	Downgrade Classification 2.2E Light Collector (2 lanes) <i>CPG Preference:</i> Downgrade Classification 2.1E Community Collector (2 lanes)	<ul style="list-style-type: none"> <i>Road Capacity</i> – Consistent with projected traffic volumes and surrounding land uses. <i>Appropriate Road Type</i> – Slower design speed is consistent with Village Residential neighborhood character of the area.
20 Old Julian Highway (SA 603.1) <u>Segment:</u> Keyes Road to Julian Road <u>Existing Condition:</u> 2 lanes (with continuous turn lane) <u>Current Classification:</u> Rural/Light Collector (2 lanes)	Equivalent Classification 2.1E Community Collector (2 lanes)	<ul style="list-style-type: none"> <i>Road Capacity</i> – Consistent with projected traffic volumes and surrounding land uses. <i>Appropriate Road Type</i> – Slower design speed is consistent with Semi-Rural neighborhood character of the area.

CE Road Segment	Board-Endorsed Network	Rationale
21 Vista Ramona Road <u>Segment</u> : Old Julian Hwy <u>Existing Condition</u> : 2 lanes (with continuous turn lane) <u>Current Classification</u> : Local Public Road	Minor Upgrade 2.1E Community Collector (2 lanes)	<ul style="list-style-type: none"> • <i>Maximize Traffic Movement</i> – Completes Circulation Element network by connecting Old Julian Highway and San Vicente Road. Recommendation is consistent with Ramona Road Master Plan
22 Painted Rock Road <u>Segment</u> : entire segment <u>Existing Condition</u> : 2 lanes – not complete (gated at Barona I.R. boundary) <u>Current Classification</u> : Light Collector (2 lanes)	Remove from CE Network Retain as Local Public Road	<ul style="list-style-type: none"> • <i>Minimize Costs</i> – Road cannot be completed through Barona Reservation and is not required for regional circulation. • <i>Maximize Traffic Movement</i> – Although not appropriate to support high volumes of daily trips, connection needs to be retained with Wildcat Canyon Road for emergency access.
23 SC934 <u>Segment</u> : entire segment (San Vicente Road to Central Mountain CPA boundary) <u>Existing Condition</u> : unconstructed <u>Current Classification</u> : Light Collector (2 lanes)	Delete CE Roadway	<ul style="list-style-type: none"> • <i>Minimize Costs</i> – Road is not currently in place and does not provide a needed connection between developed areas.